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# FIRST AID
TO THE
# Traveler in Europe

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# TRAVELER IN EUROPE

COMPILED AND ISSUED BY THE

TOWN AND COUNTRY HOTEL AND
TRAVEL BUREAU

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# INTRODUCTION

THIS BOOKLET was conceived as a First Aid to the Traveler to Europe. It is not a guide-book. Its aim is to answer those general, intimate questions on traveling which every tourist asks desperately—questions concerning present-day traveling customs, steamship requirements and etiquette at sea, landing and customs formalities in Europe, hotels and shops in tourist centers, the cab systems of cities and that bug-bear of every traveler, tips.

"First Aid" does not take the place of Baedecker. Good guide-books and Bradshaw's railway guides for maps and train schedules are indispensable even to the most experienced traveler. The question of language has not been taken up. Waiters and reception clerks speak English, guides are not expensive, and in case of trouble at ports or railway stations the Cook's interpreter is always ready to help with information.

The question of tips has been the bane of travelers in whatever financial condition since touring began. Ignorance of usage has resulted in tips too large or too small, equal sources of annoyance. The tips advised in the succeeding chapters are never niggardly, nor are they too generous.

A list of hotels is recommended, because they are known. Others may be added in later editions.

European money systems are very likely to be confusing. This booklet contains tables in all the monetary systems mentioned.

The customs examinations of tourists' trunks and bags in Europe are expeditious and simple, compared with the ordeal on the return home. If the suggestions made here are followed, no duty will have to be paid, though this will not obviate the necessity of personal attention at the examination of trunks at every frontier.

While every attention has been given to the verification of facts, based upon reliable information and experience, no attempt is made to enumerate exceptions which are the outgrowth of the war.

# BEFORE SAILING

ENGAGING PASSAGE

During the season, passage on the large steamers should be arranged for far in advance. A deposit of 25 per cent of the cost of passage must accompany the request for reservation. If the return trip is to be made during the busy season, return passage should be engaged before the traveler leaves New York. The prices of passage vary greatly with the location and size of the stateroom and with the size and speed of the steamer. They also vary slightly according to the season. Rates are usually highest during the summer season, May 1 to July 31, eastbound; August 1 to October 15, westbound. They are slightly lower during the intermediate season, April 1 to 30 and August 1 to 15 eastbound; April 1 to July 1 and October 16 to 31, westbound. They are somewhat lower still during the winter season, August 16 to March 31, eastbound; November 1 to March 31, westbound. The TOWN AND COUNTRY TRAVEL BUREAU will furnish upon request information as to routes, sailing dates, steamer plans, etc.

MONEY

A most convenient form in which to carry funds for personal expenses is provided by the Travelers' Checks of any reputable company. These checks are issued at a cost of three-quarters of one per cent, in dollars, sterling, or francs, as the traveler prefers, and may be spent readily at banks, hotels, shops, and restaurants. The dollar checks, which are issued in denominations of $10, $20, $50, $100 and $300, have this advantage: they may be cashed at the current bankers' buying rate of exchange, thereby giving the holder the benefit of the premium on the dollar,

which obtains in most European countries. For carrying larger sums, the Letter of Credit may be used to advantage. It is easy to carry, and serves as an introduction to the foreign banks, enabling the holder to obtain funds without delay and at minimum expense. It is issued in dollars, sterling, and francs. The traveler is advised to buy before sailing a small amount of the currency of the port of arrival.

MAIL

Two weeks should be allowed for letters to reach their destination. All letters, telegrams and cablegrams may be sent to the address of your banker or of your travel agency (Cook's or American Express Company), where they will be held until your arrival or forwarded as you may direct. A two-cent stamp should be placed on letters sent to England; a five-cent stamp on those sent to the Continent.

PASSPORTS

Passports, for which application should be made at least two weeks in advance of sailing date, may be obtained by writing to the State Department, Washington, D. C. Requirements for vises are changing so frequently that no attempt is made to give them here. The TOWN AND COUNTRY TRAVEL BUREAU, will, however, be glad to inform the traveler as to his obligations in this respect at the time of his departure.

CABLING

The traveler may arrange a simple cable code before leaving, and have addresses registered with the Western Union and Postal Companies in the United States. The American Express Company distributes free a simple and effective Travelers' cable code, and the well-known codes A. B. C., Western Union, Lieber's, etc., can be consulted somewhere in all European capitals. The week-

end letter and deferred message departments, however, make cabling so cheap now that a code is necessary only in emergencies. The week-end letter cable is operated from London, and to use it from the Continent the traveler must mail his message with money order covering the charge, so as to reach London by Friday. Answers by the same arrangement are mailed from London to the address ordered or contained in the message.

CLOTHING

The problem of what to carry is one of selection. In general, those things should be chosen that will bear packing and dampness. For winter travel, the warmest clothing is needed, as the hotels are not always well heated, and the public buildings often not at all; for summer, the usual summer traveling clothing, supplemented by warm things for the steamer, and a light overcoat or sports coat for cool days. Evening dress may be said to be essential; it is usually worn at dinner on the steamer, and it is required for entrance into many restaurants and stalls of theatres and operas. An evening wrap of some sort is necessary, as evenings in Europe are always cool, even in summer. For the Egyptian season (November to April) autumn clothing of not too light a kind is necessary. Trips on the Nile require winter clothing. For desert trips light flannels, tussore silk, linen, and khaki are recommended. Visitors are advised to avoid as far as possible the tourist type of dress caricatured on picture postcards and elsewhere—sun-helmets with flowing veils, knickerbockers, etc., as these invite exploitation. Steamer rugs, though often convenient, are not essential, as very good ones may be rented on board.

BAGGAGE

Careful attention to the matter of baggage in the beginning will save a world of trouble in the end. When preparing for a trip to Europe, the traveler will do well to keep in mind the following facts:

1. A steamer trunk 2x3x14 is the regulation size for a stateroom. Some of the new steamers are more generous with cabin baggage space, but unless the traveler is sure, he should inquire. A wardrobe steamer trunk will be found convenient when the stateroom can accommodate it.

2. In England 100 pounds of baggage may be checked free; in France 66 pounds; and in Belgium and Holland, 56 pounds when the traveler holds a through ticket, but none at all otherwise. In Switzerland and in Italy all baggage that is checked must be paid for. No free baggage is allowed on Rundreise or International Circular tickets.

3. In some places, as over the Swiss mountain railways, even the amount of hand luggage is limited. Travelers with handbags and suitcases beyond the ordinary size may give themselves infinite trouble.

4. All baggage should be plainly marked. In addition to the usual markings, it is not a bad plan to adopt the European custom of having some distinctive device, a star, a triangle, a corner, in some brilliant color. When he buys his steamer ticket, the traveler should ask for labels for all his baggage: "Cabin Baggage" for that which is to go to the stateroom, "Hold" for that which will not be needed during the voyage, and "Hold-Wanted" for that which is to be kept where it will be accessible during the voyage. The traveler's name and the number of his cabin should be written plainly on each label. All baggage not brought to the pier by the passenger

should arrive the day before. Each passenger is allowed about 300 pounds of baggage.

5. The happiest traveler is the one who travels "light."

## EN TOUR

CUSTOMS ON BOARD SHIP

Passengers are expected to be aboard one hour before sailing. There are usually five meals, including tea, which is served on deck or in the dining saloon as one wishes, and a late supper at night. These are also sometimes supplemented in the middle of the morning with a hot bouillon served on deck and in lounge rooms if the weather is chilly. Seats for the dining saloon are given out after the ship is under weigh, but arrangements for sitting with friends, etc., should be made with the steward, in good time, or word left at the steamship office before hand. The ancient rite of the "Captain's table," where all the supposedly prominent persons were seated, has happily been discontinued on most boats, and the service is generally at small tables. The price of passage includes all meals, the special restaurants on board the newest ships being entirely separate and operated a la carte strictly. Nurses and children are served apart from other passengers. The bath steward should be seen early in order that a desirable hour for the bath may be assigned. The saloon steward will furnish on application writing paper, envelopes stamps and telegraph blanks, and the pilot returning to shore shortly after the steamer sails, will take charge of letters and telegrams. Chairs and steamer rugs may be arranged for with the deck steward early on the first day, or may be ordered when the ticket is paid for. Everything bought on shipboard is paid for in cash exclusive of tips.

TIPS *Steamer Fees* before the war were regulated by well established custom, and were about as follows: table steward, $2.50; bedroom steward or stewardess, $2.50; library steward, saloon steward, smoking room steward, deck steward, bath steward, and cabin boy, $1 or $1.50 each, according to service rendered. But today the bedroom steward expects an English pound or its equivalent, or more if the stateroom has a private bath, and other fees have advanced in proportion. Fees should be distributed at the end of the voyage.

*Hotel Tips*, also, before the war were regulated by custom to an extent, but the old standards are gone, and the bewildered traveler, anxious to discharge his obligations wisely, is sometimes sadly at a loss. There are those who will advise double the pre-war amount in tipping, but a moment's consideration of the present relative value of foreign moneys will demonstrate the unfairness of such a plan. Perhaps no better advice can be given at the present time than to suggest the adoption of the "ten per cent rule," which when modified by circumstances and one's own good judgment, have been found to work fairly well in Europe, Asia, Africa or America. At the end of the week or at the end of the guests' stay if it is less than a week, an amount approximating one tenth of the bill may be apportioned about as follows: to the doorman or hall porter, the traveler's best friend in Europe, one fourth; to the waiter, if all meals have been taken at the hotel, one fourth; to the valet and the maid, one fourth; to the boots, who also handles the baggage, the "buttons," the lift boy, etc., the remaining one-fourth. Some guests prefer to leave the entire sum at the office or with

the head porter, merely telling the servants that they have been "remembered at the office." This plan may work well in some cases, but it is not on the whole a good one. Since the war an increasing number of hotels have adopted the custom of including in the bill a fixed charge for "service," usually 15 per cent for a stay of five days or less, and 10 per cent for a longer stay. When this is the case no gratuities are expected.

*Station Porters* in England before the war expected for handling luggage, 2d per bag; in France, 25 centimes per bag; in Belgium and Switzerland, 20 centimes; in Italy, 10 centimes. But to offer such a sum today would be to invite trouble. Until porter service can be permanently readjusted, the traveler can only be advised to do what seems to him fair, with these pre-war figures in mind. The uniformed "conductors" from the hotels or Cook's representative, both of whom are recognizable by their caps, are usually at the station, and may be safely appealed to for information regarding the local fee expected.

In addition to these there are many *miscellaneous tips*. Virtually all personal service in Europe presupposes the payment of a small fee in addition to the price agreed upon. Fees should rarely be given for unsolicited service. As a rule it is a bad plan to increase a tip on demand, as it often, especially in Italy, means more trouble. The same thing is true of over-tipping. This is the reason why it is advisable to know in advance what amount is expected. The "ten per cent rule" may be applied with modifications to cabs, restaurants, etc.

MONEY

Money tables as nearly complete as the times will allow may be found on pages 43 to 46. In case the traveler arriving in a foreign country has failed to provide himself with the necessary currency, it may be obtained from the exchange offices at the pier or at railway stations. The premium is not heavy and money changers authorized by the steamship and railroad companies are usually honest. Foreigners landing in England must watch the florins and half crowns, which are nearly the same size and are but indistinctly marked. There is very little spurious money in circulation in England.

They must be careful, too, in accepting the paper money which has largely replaced the silver coins of continental countries, to accept only that which has been issued by a national bank. Otherwise they may find themselves with paper money which has only local currency.

Before cashing his checks, the holder may find it well to inquire the rate of the day at more than one bank, as the varying demands for dollars may work to his advantage. Banks usually offer better rates than are to be obtained at hotels, shops, etc. The "Record of Checks," page 47 will be found convenient, and will also serve as a memorandum in case of loss, if the numbers of the checks have been entered.

BAGGAGE

Steamer rugs, wraps, heavy clothing, etc., not needed again until the return voyage, may be turned over to Cook's representative, usually at the pier, or to the American Express Company, to be held, or forwarded to the port of departure. Numbered porters at the pier will convey baggage to the customs and thence, after examination, to the train. If through tickets to London or Paris are included

in the steamer ticket, all reasonable baggage may be checked through to destination without excess charge. Such baggage checked in New York and Paris, need give the traveler no concern until it arrives in Paris, where it is held for customs examination. That going to London, however, must be examined at the port of arrival, and must have the owner's attention for re-checking.

The problem of baggage en tour is best solved by entrusting all pieces that cannot be carried as hand baggage to a good tourist agency to be forwarded to the large centers. The foreign system of registering baggage, while it is quite as safe as our own system of checking, requires much more supervision. The traveler must take his trunks to the station—preferably on the top of his own taxicab or the hotel omnibus—he must have them weighed, and must then present weight memorandum and railway ticket at the booking office, pay excess charges, and receive receipt for money and trunks. This receipt is not a check, but a slip of paper, the duplicate of which is pasted on the trunks. Furthermore, at the frontiers he must give his personal attention to getting his trunks through the customs, an undertaking not too easy at the best of times, and doubly difficult by reason of post-war restrictions. On the other hand, a forwarding agency will send to the hotel for his trunks, take charge of his keys for customs examinations, insure the baggage if he wishes it, and send it through often at less expense than he could have taken it with him. (For allowance of free baggage, see page 10). Transportation of baggage and merchandise in Europe is slow, hence ample time should be allowed for forwarding.

RAILWAY TICKETS

The traveler is advised to buy his tickets from the tourist agencies, who charge no commission, but, on the other hand, may save him considerable by their superior knowledge of the complicated European railway ticket systems.

LANDING

Boat trains direct to London or Paris meet all steamers arriving at English or French ports. These trains carry restaurant cars. The service on the French trains is table d'hote, and the traveler should lose no time after he has boarded the train in reserving places for the first, second or "third service," as he may desire. If he prefers a luncheon basket, he may order one at the station to be placed in his compartment, or he may request the guard or conductor to order one en route. Passengers landing in Italy will find at the pier all hotel omnibuses with English-speaking "conductors." The tourist steamers landing in Egypt are always met by representatives from the Cairo hotels and from Cook's and the American Express Company. Travelers are urged to await the appearance of these representatives, and under no circumstances to make terms with the self-styled porters, dragomans, etc., who begin their solicitations even on board the steamer.

MOTOR CARS

Motor cars are subject to a duty deposit in most European countries, but the American Automobile Association allows non-members as well as members the privilege of its facilities for avoiding all this by a blanket deposit in the United States before sailing. All who plan motor tours in their own cars abroad should consult the American Automobile Association, 247 West Fifty-fourth Street, New York City.

CUSTOMS DUTIES

Entering Great Britain liquors and tobacco are subject to duty. Travelers are allowed, however, duty free: one pint of spirits for drinking; one-half pint of liquor, Eau de Cologne, etc.; one-half pound of cigars or tobacco. Everything, however, must be declared. The only prohibition of interest to the traveler is that against the importation of the Tauchnitz and other European reprints of English copyright books. Dogs are not allowed to enter England except with a special permit, and then only after quarantine.

French customs officers are very lenient toward travelers, if declaration is made freely. The maximum quantity of tobacco allowed an adult male, however, is but five cigars, *or* twenty cigarettes *or* forty grammes (about 1⅜ ounces) of smoking tobacco. All above this quantity and all matches are assessed or confiscated, and a heavy fine is added if an attempt at concealment is suspected. Patent medicines are subject to duty.

The customs formalities of Belgium are not exacting, but no tobacco is allowed, a prohibition which is not, however, a hardship as Belgian cigars are the best and cheapest in Europe.

Many articles are subject to duty entering Holland, but the duties are low and if everything is declared and the baggage opened freely, little trouble ensues, and only nominal duties, if any, are assessed.

All luggage is examined at the Swiss frontier. There is a duty on cigars and tobacco, but the traveler is allowed fifty cigars and corresponding tobacco for his personal use, though in Switzerland tobacco is very cheap and of the best.

The examination on entering Italy is lenient, tobacco, playing cards and matches being the articles asked after. Only eight cigars are allowed to pass free. The duty on tobacco is 10 lire per pound. Fire arms are liable to confiscation. Customs house receipts should be preserved, as travelers are sometimes challenged in the interior when smoking foreign cigars. In most Italian towns there is an examination for articles of food, but travelers' luggage is passed without examination if declaration is made that nothing of the sort is carried.

The objects chiefly sought for by the customs of Egypt are tobacco and cigars. There is a duty on motor cars, cycles, typewriters, cameras and fire arms, but the amount is refunded if the articles are re-exported within a year on production of customs receipt. Good though expensive cigars may be obtained in Cairo by the traveler who cannot content himself with cigarettes. Tobacco should be purchased in small quantities, as it gets dry very quickly.

CAB SYSTEMS

Horse-drawn cabs, i.e., hansoms (two-wheelers) or four-wheelers are now seldom seen in London. Taxicabs have accommodation for four passengers, and a small amount of luggage carried at the side of the driver. The fare is 8d. per mile or journey of ten minutes, the minimum charge is 8d., increasing at the rate of 2d. per one-quarter mile or two and one-half minutes. Extra charge for each journey and for each passenger above two, 6d. Luggage is charged 2d. per package extra.

Owing to post-war conditions, the cab systems of continental cities are in such a chaotic state that it is

impossible to quote cab rates at the present time. The inexperienced traveler may save trouble by engaging his cabs as far as possible through his hotel doorman, who will make a definite agreement with the cabman as to the price to be paid, including tip. The doorman may also be depended upon to settle for cabs arriving at the hotel, in which case it is only necessary to tell him where and at what time the cab was engaged.

The European cabman expects a tip of approximately 10 per cent for the usual trip, or perhaps a little more for very short trips. No tip should be paid to Egyptian cabmen.

**LOST ARTICLES**

In case Travelers Checks should be lost, the company issuing the checks should be notified at once. When the traveler has signed several protective forms, his money will be refunded. Matters will be greatly facilitated if he can give the serial numbers of the lost checks. "Records of Checks," pages 47-51, will be found useful for keeping a memorandum of these numbers. Lost articles left in cabs in London may be recovered at Scotland Yard upon identification if the cab driver's name is given. If the article is not turned in the driver is held responsible on the passenger's statement. Many lost articles are recovered in this way.

## HOTELS AND RESTAURANTS

LONDON

London has hotels comparable to the best in the United States. Its moderate priced hotels, while lacking some of the conveniences of this class in New York, are clean, pleasant and well ventilated and served. Its quiet residential hotels and those which operate under special licenses as "temperance hotels" are unique and to the traveler who must watch his expenditures, stand quite alone in Europe. TOWN AND COUNTRY TRAVEL BUREAU recommends those listed, and can furnish booklets and the varying prices of their accommodations.

### Hotels

Berkeley, 77, Piccadilly, W.1.
Carlton, Pall Mall, S.W.1.
Cecil, Strand, W.C.2.
Claridge's, Brook Street, Grosvenor Square, W.1.
Connaught, Carlos Place, Grosvenor Square, W.1.
Curzon, Curzon Street, W.1.
Grand, Northumberland Avenue, W.C.2.
Grosvenor, Buckingham Palace Road, S.W.1.
Langham, Portland Place, W.1.
Metropole, Northumberland Avenue, W.C.2.
Piccadilly, Piccadilly, W.1.
Ritz, Piccadilly, W.1.
Russell, Russell Square, W.C.1.
Savoy, Strand, W.C.2.
Waldorf, Aldwych, W.C.2.
Hyde Park, Knightsbridge, S.W.1.
Imperial, Russell Square, W.C.1.
Euston, Euston Station, N.W.1.
St. Pancras Midland, St. Pancras Station, N.W.1.
Great Western Hotel, Paddington Station, W.2.
Royal Palace Hotel, High

Brown's Dover Street, W.1.
Charing Cross, Strand, W.C.2.
Dysart, Henrietta Street, Cavendish Square, W.1.
Reubens, Buckingham Palace Road, S.W.1.
York Hotel, Albermarle Street, W.1.

## Restaurants

Frascati, Oxford Street, W.1.
Monico, Piccadilly Circus, W.1.
Pagani, Great Portland Street, W.1.
Café Royal, Regent Street, W.1.
Trocadero, Great Windmill Street, W.1.

PARIS

Excellent accommodations can be secured in Paris in almost any class, and the rates are rather lower than elsewhere for the same service. In the interior of the Republic, along all the routes of touring, the activities of the Touring Club Francais have brought the country inns up to a level of real excellence and reliability. TOWN AND COUNTRY TRAVEL BUREAU has listed a few of the leading Paris hotels following these pages. Rates and booklets for all hotels mentioned can be furnished from the TOWN AND COUNTRY TRAVEL BUREAU on application.

## Hotels

Chatham, 17 Rue Daunou
Claridge, 74 Champs Elysées
Continental, 3 Rue de Castiglione
Crillon, 10 Pl. de la Concorde
Grand Hotel, Pl. de l'Opéra
Lotti, 7 Rue de Castiglione
Lutetia, 43 Bd. Raspail
Meurice, 228 Rue de Rivoli
Mirabeau, 8 Rue de la Paix
Plaza-Athénée, 25 Av. Montaigne
Ritz, 15 Pl. Vendôme
du Rhin, Pl. Vendôme

Vouillemont, 15 Rue Boissy d'Anglas
Wagram, 208 Rue de Rivoli
Westminster, 11 Rue de la Paix

Restaurants

Ciro, 8 Rue Daunou
Fouquet, 99 Champs Elysées
King George, Place Vendôme
Larue, 27 Rue Royale
Noël Peters Savoïa, 24 Passage des Princes
Paillard, 2 R. Chaussée d'Antin
Prunier, 9 Rue Duphot
Rizzi, 34 Bis Avenue de l'Opéra
Voisin, 16 Rue Cambon

BELGIUM

Brussels was known some years ago as the "lesser Paris," where prices were far below those of the French capital and the charm of life much the same. The increasing number of tourists, however, has changed this condition but it has also made possible the erection of really palatial hotels at Brussels and Ostend. The moderate hotels now include the best of former days, and are very good. The second-class hotels are still very reasonable in Belgium, and the accommodation is probably the best, in its class on the Continent. It is always best, even at the finer hotels, to inquire prices in advance and stipulate that this includes lights and all attendance.

BRUSSELS—Hotel Metropole. Bristol and Marine Hotel, 9, Boulevard Jardin Botanique, (Family hotel)

OSTEND—Continental Hotel. Hotel de l'Ocean. Hotel Splendid

HOLLAND

There are a few palatial hotels in the chief cities of Holland, comparing in every way with the best in England. The so-called first-class hotels are, as in Belgium, very comfortable and

clean, but not pretentious. The quieter hotels are not always so satisfactory, and except for the reduced price of rooms, not much less expensive, for the charges for meals are nearly as high as in the best. Light and attendance are usually included. The old fashioned Dutch hotels, especially in the smaller towns, include breakfast in the charges for the room. Everything should be well understood beforehand.

AMSTERDAM—Amstel Hotel. Victoria Hotel (near station)
THE HAGUE—Hotel des Indes

SWITZERLAND

Swiss hotels are deservedly famous. The high class establishments are unexcelled. The moderate priced hotels are excellent for their class, and cover the country thoroughly. There are many good pensions, at a very modest rate. Prices are naturally higher in the remote mountain inns where transportation charges are heavy. During the season it is well to make reservations in advance.

BELLAGIO (Italian Lakes)—Grand Hotel. Hotel Villa Serbelloni
GENEVA—Hotel Beau Rivage. Hotel de la Paix
INTERLAKEN—Hotel Victoria. Hotel Metropole
LAUSANNE—Hotel Cecil
LUCERNE—Hotel National. Schweizerhof. Hotel Tivoli
LUGANO—Hotel Splendide. Hotel Bristol
MONTREUX—Montreux Palace Hotel. Hotel Eden
SAVOY—Imperial Palace Hotel
ST. MORITZ—Grand Hotel.
ST. BEATENBURG—Grand Hotel Victoria
STRESA (Italian Lakes)—Hotel des Iles Borromees. Hotel Regina

ITALY

First class hotels are no longer rare in Italy, and the prices are exceedingly reasonable. Guests are expected to eat breakfast and dinner at the hotel or the charge for rooms is higher. As a rule, a

continental breakfast, consisting of tea, coffee or chocolate, rolls or toast, and butter, is served in the room without extra charge. Bargaining is recommended except in the case of the most modern hotels.

Bordighera—Angst
Capri—Quisisana
Florence—Grand Hotel. Grand Hotel d'Italie
Genoa—Bristol. Eden
Mentone—Riviera Palace. Royal Hotel Westminster
Milan—Palace. Metropole
Monte Carlo—Beau Rivage. Riviera Palace. Victoria
Naples—Excelsior. Bertolini's Palace. Vesuve
Rome—Excelsior. Palace. Quirinal. Boston. Bristol
San Remo—Grand. Hotel d'Angleterre
Sorrento—Victoria. Tramantano
Venice—Royal Danieli
Varese—Excelsior

EGYPT

In Cairo and its environs and at Luxor and Assuan, there are hotels quite of the first class, though perhaps not equal to the best of Europe or America. There are fairly good hotels at Alexandria and Port Said. These are managed according to international methods. The service is on the American plan of board and lodging for a fixed sum. The waiters and chambermaids are usually Swiss or German, and the "boots" are Nubians, who in most cases understand one or several European languages. In the other towns, the hotels are kept by Greeks for the most part, and are impossibly dirty for Europeans or Americans.

Alexandria—Savoy Palace. Windsor
Assuan—Cataract
Cairo—Shepheard's. Continental. Savoy
Heliopolis Oasis—Heliopolis Palace
Luxor—Winter Palace. Luxor
Port Said—Eastern Exchange. Savoy
Pyramids of Giza—Mena House

## LONDON SHOPS

Until recent years the department store was virtually unknown in England, but the English "shop" is a delightful type. In the list appended the most representative have been chosen with the additional requirement of their understanding of and care for American customers. Upon request TOWN AND COUNTRY TRAVEL BUREAU will furnish introductory booklets with a selected stock in any line to one's hotel at any hour—a simplification of shopping of which Americans do not, as a rule, take full advantage when in London.

### Antiques

Albert Amor, 31 and 31½, St. James' Street, S.W.1.
Antique Art Galleries, Ltd., 48, Church Street, Kensington, W.8.
Durlacher Bros., 142, New Bond Street, W.1.
Litchfield & Co., 3, Bruton Street, New Bond Street, W.1.
Andrew Russell, Ltd., 8, Clifford Street, W.1.
Stair & Andrew, Ltd., 25, Soho Square, W.1.
Story & Triggs, Ltd., 152-156, Queen Victoria Street, E.C.4.
Trollope & Colls, Ltd., West Halkin Street, Belgrave Square, S.W.1.
Edwards & Sons, (of Regent Street), Ltd., 161 and 159. Regent Street, W.1.
Frederick Lawson, Ltd., 39, Davies Street, W.1.
S. J. Phillips, 113, New Bond Street, W.1.
Bernard Simmons, 26-27, Burlington Arcade, W.1.
Spyer Bros., 1c, King Street, St. James', S.W.1.
Thornton-Smith, Ltd., 31, Soho Square, W.1.
Rochelle Thomas, 10-12, King Street, S.W.1.
Frank Partridge, 26, King Street, S.W.1.
Druce & Co., Baker Street, Portman Square, W.1.
Cyril Andrade, 8, Duke Street, S.W.1.
Walter H. Willson, 28, King Street, S.W.1.

## Automobiles

British Mercedes Motor Co., Ltd., 132, Long Acre, W.C.2.
Daimler Co., Ltd., 27-28, Pall Mall, S.W.1.
Lanchester Motor Co., Ltd., 95, New Bond Street, W.1.
Rolls-Royce, Ltd., 14-15, Conduit Street, W.1.
Sheffield Simplex Motor Works, Ltd., 20, Conduit Street, W.1.
Vauxhall Motors, Ltd., 174-182, Great Portland Street, W.1.
Napier, 14, New Burlington Street, W.1.

## Automobile Hire Service

Daimlers, 26, Store Street, W.C.1.
Kelties Garage, 72, Gloucester Road, S.W.7.
Blue Bird, Ebury Mews East, S.W.1.

## Books

John and Edward Bumpus, Ltd., 350, Oxford Street, W.1.
Hatchards, 187, Piccadilly, W.1.
Mudies Select Library, Ltd., 30-34 New Oxford Street, W.C.1.
Bernard Quaritch, Ltd., 11, Grafton Street, New Bond Street, W.1.
Times Book Club, 380, Oxford Street, W.1.
Francis Edwards, 83a, High Street, Marylebone, W.1.
Leslie Chaundy & Co., 40, Maddox Street, W.1.

## Boots

W. Abbott & Sons, Ltd., 60, Ludgate Hill, E.C.4.
Charles Bennett Bartlett, 40, Burlington Arcade, W.I.
Fagg Brothers, 101, Jermyn Street, S.W.1.
Faulkner & Son, 51-52, South Molton Street, W.1.
Alan McAfee, Ltd., 38, Dover Street, W.1.
Manfield & Sons, 125, New Bond Street, W.1.
Peal & Co., 487, Oxford Street, W.1.
H. E. Randall, Ltd., 28, New Bond Street, W.1.
N. Thierry, Ltd., 70, Regent Street, W.1.
Bartley & Sons, 493, Oxford Street, W.1.
Henry Maxwell & Co., 8, Dover Street, W.1.

## China

Mortlocks, Ltd., 466-470, Oxford Street, W.1.
F. Osler & Co., Ltd., 100, Oxford Street, W.1.
Phillips, Ltd., 43-44, New Bond Street, W.1.

## Confections

Leopold Barbellion, 79, New Bond Street, W.1.
Callard & Co., 74, Regent Street, W.1.
Stewart & Co., 50, Old Bond Street, W.1.
Fullers, 209, Regent Street, W.1.
De Bry (de Paris), 197A, Regent Street

## Department Stores

John Barker & Co., Kensington High Street, W.8.
Debenham & Freebody, 17-37, Wigmore Street, W.1.
Harrods, Ltd., 87-135, Brompton Road, S.W.1.
Marshall & Snelgrove, Ltd., 10-20, Vere Street, W.1.
Peter Robinson, Regent Street, W.1.
Selfridge & Co., Ltd., Oxford Street, W.1.
Wm. Whiteley, Ltd., Queen's Road, W.2.

## Florists

G. Adam & Co., 42, New Bond Street, W.1.
Alexander & Co., 16, Brook Street, Bond Street, W.1.
Carlton-White, Ltd., 53, New Bond Street, W.1.
Floral Depot, 47, Baker Street, W.1.
Edward Goodyear, 1, 15 and 16, Royal Arcade, Old Bond Street, W.1.
Robert Green, 1911, Ltd., 154, Piccadilly, W.1.
Stuart Worth & Co., The Arcade, Liverpool Street, E.C.2.
Gerard, Ltd., 176, Regent Street, W.1.

## Furs

Bradley, Chepstow Place, Bayswater, W.2.
Busvines, Ltd., 4, Brook Street, Hanover Square, W.1.
Grafton Fur Co., Ltd., 164, New Bond Street, W.1.
International Fur Stores, 163-165, Regent Street, W.1.
Revillon Frères, 180, Regent Street, W.1.

## Gowns

Barri, Ltd., 72, Baker Street, W.1.
Eciruam, Ltd., 43, South Molton Street, W.1.
Enos, Ltd., 103, Mount Street, W.1.
Felice, Ltd., 14, Savile Row, W.1.
Handley Seymour, 47-48, New Bond Street, W.1.
Russell & Allen, 17-19, Old Bond Street, W.1.

Madame Hayward, 67-68, New Bond Street, W.1.
Paquin, Ltd., 38 and 39, Dover Street, W.1.
Redfern, Ltd., 26-27, Conduit Street, W.1.
Revilles, 15-16, Hanover Square, W.1.

## Hair Dressers

Frank, Ltd., 3, Piccadilly, W.1.
William John Guy, 65-66, Piccadilly, W.1.
Edwin S. Hill & Co., 23, Old Bond Street, W.1.
Savoy Hairdressing Saloon, Savoy Court, W.C.2.
H. P. Truefitt, Ltd., 16, Old Bond Street, W.1.
Shipwrights, Ltd., 17, Coventry Street, W.1.
Emile, Ltd., 24-25, Conduit Street, W.1.
C. Nestlé, 48, South Molton Street, W.1.
T. Vasco, 16, Dover Street, W.1.

## Hosiers

Beale & Inman, Ltd., 131-132, New Bond Street, W.1.
James Drew, 1, 2 and 3, Burlington Arcade, W.1.
Frederick Hammond, 93, Piccadilly, W.1.
S. Harman & Co., 24-25, Duke Street, St. James', S.W.1.
Morgan & Ball, 181, 182 and 98, Strand, W.C.2.
Turnbull & Asser, 71-72 Jermyn Street, S.W.1.
Thomas Wing, Ltd., 44-45 Piccadilly, W.1.

## House Furnishings

Gill & Reigate, Ltd., 73-77, Oxford Street, W.1.
Hampton & Sons, Ltd., 8-11, Pall Mall East, S.W.1.
Maple & Co., Ltd., 141-150, Tottenham Court Road, W.1.
Mawers, Ltd., 223-233, Fulham Road, S.W.3.
Story & Trigg, Ltd., 152-156, Queen Victoria Street, E.C.4.
Cardinal & Harford, Ltd., 108-110, High Holborn, W.C.1.

## Jewelry

Cartier, 175-176, New Bond Street, W.1.
Stewart Dawson & Co., Ltd., 73-81, Regent Street, W.1.
Elkington & Co., Ltd., 20-22, Regent Street, S.W.1.
Garrard & Co., Ltd., 24, Albermarle Street, W.1.
Goldsmiths & Silversmiths Co., Ltd., 112, Regent Street, W.1.
Hancocks & Co., 25, Sackville Street, W.1.
Hunt & Roskell, Ltd., 25, Old Bond Street, W.1.

Lambert, 177, New Bond Street, W.1.
Le Roy & Fils, 57, New Bond Street, W.1.
London & Ryder, 17, New Bond Street, W.1.
Mappin & Webb, Ltd., 172 and 172a, Regent Street, W.1.
A. E. Skinner & Co., 34, Old Bond Street, W.
Spink & Son., 17-18, Piccadilly, W.1.
Charles Packer & Co., 76-78, Regent Street, W.1.
Charles Frodsham & Co., Ltd., 27, South Molton Street, W.1.

## Linen

Irish Linen Stores, 112-114, New Bond Street, W.1.
Robinson & Cleaver, Ltd., 160-168, Regent Street, W.1.
Wilsons' Successors, Ltd., 68, New Bond Street, W.1.
Walpole Bros., Ltd., 89, New Bond Street, W.1.

## Millinery and Women's Wear

John Barker & Co., Kensington High Street, W.8.
Bradleys (Chepstow Place) Chepstow Place, Bayswater, W.2.
J. Blancquaert & Co., 38-40, South Molton Street, W.1.
Enos, Ltd., 103, Mount Street, W.1.
Harvey, Nichols & Co., Ltd., 109-125, Knightsbridge, S.W.1
Redfern, Ltd., 26-27, Conduit Street, W.1.
Marshall & Snelgrove, 10-20, Vere Street, W.1.
Harrods, Ltd., 87-135, Brompton Road, S.W.1.
Dickins & Jones, Ltd., 226-244, Regent Street, W.1.
Jays, Ltd., 243-253, Regent Street, W.1.
Peter Robinson, Ltd., 252-260, Regent Street, W.1.
Swan & Edgar, Ltd., 39-59, Regent Street, W.1.

## Perfumery

J. & E. Atkinson, Ltd., 24, Old Bond Street, W.1.
Dubarry & Co., 81, Brompton Road, S.W.3.
Morny Frères, Ltd., 201, Regent Street, W.1.
Piesse & Lubin, 189, Regent Street, W.1.

## Photographers

H. Walter Barnett & Co., 12 and 46, Knightsbridge, S.W.1.
Claude Harris, Ltd., 122, Regent Street, W.1.
E. O. Hoppè, 7, Cromwell Place, South Kensington, S.W.7.
Lafayette, Ltd., 179, New Bond Street, W.1.
Langfier, Ltd., 23a, Old Bond Street, W.1.
Speaight, Ltd., 157, New Bond Street, W.1.
Malcolm Arbuthnot, 43, New Bond Street, W.1.

## Sporting Goods, Games, Etc.

F. H. Ayres, Ltd., 111 Aldersgate Street, E.C.1.
Benetfink & Co., Ltd., 107-110, Cheapside, E.C.2.
Lockwood-Brown & Co., 42, Jermyn Street, S.W.1.
Champion & Wilton, 457-459, Oxford Street, W.1. (Saddles)
George Parker & Sons, 17-19, Upper St. Martin's Lane, W.C.2. (Saddles)
Swaine & Adeney, Ltd., 185, Piccadilly, W.1.

## Tailors—Ladies'

Aquascutum, Ltd., 100, Regent Street, W.1.
Busvines, Ltd., 4, Brook Street, Hanover Square, W.1.
H. J. Nicoll & Co., Ltd., 114-120, Regent Street, W.1.
Paquin, Ltd., 39, Dover Street, W.1.
Redfern, Ltd., 26-27, Conduit Street, W.1.
J. &. G. Ross, 22, George Street, Hanover Square, W.I.
Scott Adie, Ltd., 115 and 115a, Regent Street, W.1.
Scott & Co., 7, Albemarle Street, W.1.
E. Tautz & Sons, 485, Oxford Street, W.1.
Thresher & Glenny, 152-153, Strand, W.C.2.
Kenneth Durward, 37 and 37a, Conduit Street, W.1.

## Tailors—Men's

Aquascutum, Ltd., 100, Regent Street, W.1.
Carr & Son, 14, Saville Row, W.I.
W. Cater & Co., Ltd., 62, Pall Mall, S.W.1.
Thomas W. Cook, Sons & Co., 8, Clifford Street, Old Bond Street, W.1.
Gieves, Ltd., 65, South Molton Street, W.1.
Grant & Cockburn, Ltd., 25, Piccadilly, W.1.
Hill Brothers, 3-4, Old Bond Street, W.1.
J. Hoare & Co., 16, Jermyn Street, S.W.1.
Charles Howell, 31, George Street, W.1.
Marshall & Co., 57-58, Jermyn Street, S.W.1.
H. J. Nicoll & Co., Ltd., 114-120, Regent Street, W.1.
Henry Poole & Co., 37-39, Saville Row, W.1.
Pope & Bradley, 14, Old Bond Street, W.1.
Redfern, Ltd., 26-27, Conduit Street, W.1.
Scott & Co., 7, Albemarle Street, W.1.
E. Tautz & Sons, 485, Oxford Street, W.1.

Thresher & Glenny, 152-153, Strand, W.C.2.
Berkeley's, Ltd., 125, Victoria Street, S.W.1.
W. S. Biffen & Sons, 110, Jermyn Street, S.W.1.
Kenneth Durward, 37 and 37a, Conduit Street, W.1.
Studd & Millington, Ltd., 51, Conduit Street, W.1.
Alfred Webb Miles & Co., 6-12, Brook Street, Hanover Square, W.1.
Bernard Weatherill, 55, Conduit Street, W.1.
Desboroughs, 170, Piccadilly, W.1.
E. George & Co., 87, Regent Street, W.1.
Rimell & Allsop, 54, New Bond Street, W.1.

## Trunks and Portmanteau Makers

Mark Cross, Ltd., 89, Regent Street, W.1.
Finnigans, Ltd., 18-20, New Bond Street, W.1.
Innovations Ingenuities, Ltd., 30, Conduit Street, W.1.
John Pound & Co., 67, Piccadilly, W.1.
Alfred Rose & Co., Ltd., 263, Regent Street, W.1.
J. C. Vickery, 177-183, Regent Street, W.1.
Edwards & Sons (of Regent St.) 161 and 159, Regent St., W.1.

## Umbrellas and Canes

Brigg & Sons, 23, St. James' Street, Pall Mall, S.W.1.
Ben Cox & Sons, 411, Oxford Street, W.1.
Martin & Co., 64 and 65, Burlington Arcade, W.1.

## Waterproofers

Anderson, Anderson & Anderson, Ltd., 157-158, Piccadilly W.1.
George Cording, Ltd., 125, Regent Street, W.1.
John C. Cording & Co., 19, Piccadilly, W.1.
Aquascutum, Ltd., 100, Regent Street, W.1.
Burberrys, 18-21, Haymarket, S.W.1.
J. &. G. Ross, 22, George Street, Hanover Square, W.1.

## PARIS SHOPS

A list of trustworthy shops is of no greater value anywhere than in Paris, for while there are no finer stores in the world than the best in Paris, the outgrown trade ethics of other days persists in many of the most tempting places on the boulevards. Moreover, in Paris, the home of fashions, false fashions are manufactured by the thousands for the single purpose of foisting them on travelers, so that even in this phase advice is most important. The list of shops given in the appendix can be taken without question, either for business ethics or timeliness of fashion. Cards of introduction that will facilitate shopping can be procured from TOWN AND COUNTRY TRAVEL BUREAU.

### Antiques and House Furnishings

Au Vase de Sèvres, 116 Champs Elysées
Au Vieux Lyon, 120 Fg. St. Honoré
Carlhian Beaumetz, 24 Rue du Mont Thabor
Cretolle, 120 Champs Elysées
De Souhami, 61 Bld. Haussmann
Demotte, Rue de Berry
Doucet, Place Beauveau
Eymonaud, 7 Impasse Marie Blanche
Le Directoire, 46 Rue du Bac
Gouffé Jeune, 46 Fg. St. Antoine
Helft, 167 Rue St. Honoré
Jansen, 6 Rue Royale
Krieger, 74 Fg. St. Antoine
Kraemer, 146 Bld. Haussmann
Linke, 170 Fg. St. Antoine
Loyer, 2 Rue Tournon
Mapple & Co., 5 Rue Boudreau
Mercier, 100 Fg. St. Antoine
Nelson, 20 Rue de Chazelles
Roswag, 8 Cité Véron
Sormani, 134 Bld. Haussmann
Jacques Seligman, 157 Rue St. Dominique
Waring & Gillow, 62 Champs Elysées
Fuller & Martial Eymonaud, 51 Rue d'Amsterdam

## American and English Druggists

Pharmacie Anglaise des Champs Elysées, 62 Champs Elysées
Robberts & Co., 5 Rue de la Paix

## American and English Groceries

P. Cuvillier & Co., 73 Avenue des Champs Elysées

## Automobiles

Renault, 53 Champs Elysées
Panhard, 24 Champs Elysées
Charron, 100 Champs Elysées
Delahaye, 75 Champs Elysées
Talbot Darracq, Champs Elysées
Delage, Champs Elysèes
Delaunay-Belleville, 42 Champs Elysées
Rolland Pilain, 46 Avenue Montaigne

## Automobile Tires

Hutchinson, 124 Champs Elysées
Michelin, 105 Bld. Péreire
Bergougnan, 9 Rue Villaret Joyeuse

## Books

Brentanos, 37 Avenue de l'Opéra
Flammarion & Vaillant, 36 Bis Avenue de l'Opéra
Galignani, 224 Rue de Rivoli
Terquem, 1 Rue Scribe

## Boots

Thomas & Sons, 73 Champs Elysées
Coquillot, 75 Champs Elysées
Hellstern & Sons, 23 Place Vendôme

## China

Babani, 93 Bld. Haussmann
Perret & Vibert, 33 Rue du 4 Septembre

## Coach Work (Automobiles)

Binder, 31 Rue du Colisée
Kellner, 127 Champs Elysées
Labourdette, 35 Champs Elysées
Van-den-plas, 74 Champs Elysées

## Department Stores

Grands Magasins du Louvre, Rue de Rivoli
Grands Magasins du Bon Marche, Rue du Bac
Grands Magasins des Galeries Lafayettes, Bld. Haussmann
Grands Magasins du Printemps, Bld. Haussmann
Grands Magasins Palais de la Nouveaute, Bld. Barbès

## Florists

Grammont, 2 Rue de la Trémoille
Labrousse & Lion, 2 Bld. de la Madeleine
Lachaume, 10 Rue Royale
Ponceblanc, 12 Av. de l'Alma

## Furs

Grunwaldt, 6 Rue de la Paix
Laxton & Cie., 20 Rue Louis le Grand
Max, Place de la Bourse
Revillon, 81 Rue de Rivoli

## Gowns

Agnès, 7 Rue Auber
Alice Bernard, 40 Rue François ler
Beer, 7 Place Vendôme
Boué Soeurs, 9 Rue de la Paix
Bernard & Cie, 33 Avenue de l'Opéra
Berthe Hermance, 91 Champs Elysées
Cheruit, 21 Place Vendôme
Drecoll, 4 Place de l'Opéra
Doeuillet, 24 Place Vendôme
Callot, 9 Avenue Matignon
Doucet, 21 Rue de la Paix
Dorat, 6 Avenue Emmanuel III
Green, 1 Rue Volney
Jeanne Lanvin, 22 Rue du Fg. St. Honoré
Jenny & Co. 70 Champs Elysées
Madeleine & Madeleine, 104 Champs Elysées
Margaine Lacroix, 19 Bld. Haussmann
Norman, 3 Rue Boudreau
Péron, 2 Rue de la Paix
Poiret, 26 Avenue Emmanuel III
Paquin, 10 Rue de Castiglione

Premet, 8 Place Vendome
Redfern, 242 Rue de Rivoli
Worth, 7 Rue de la Paix
Zimmermann, 10 Rue des Pyramides

## Hair Dressers

Noirat, 7 Rue des Capucines
Girault, 12 Bld. des Capucines
Loisel, 10 Bld. de la Madeleine

## Hosiers

Tremlett, 13 Rue Auber

## Jewelry

Boin Taburet, 3 Rue de la Paix
Boucheron, Rue de la Paix
Cartier, 13 Rue de la Paix
Chaumet, 12 Pl. Vendôme
Falize, 17 Rue du Fg. St. Honoré
Fontana, 7 Rue de la Paix
Gompers, 28 Place Vendôme, 28
Janesich, 19 Rue de la Paix
Kirby Beard, 7 Rue Auber
Lacloche, 15 Rue de la Paix
Mappin & Webb, 1 Rue de la Paix
Mellerio, 16 Rue de la Paix
Maquet, 10 Rue de la Paix
Polak, 18 Rue de la Paix
Rissler & Carré, 16 Fg. St. Honoré
Tiffany & Co., 23 Rue de la Paix

## Laces

Noël, 21 Rue de Vaugirard
Pagenel, 3 Rue des Saussaies

## Ladies' Wear

Peszynska, 19 Rue Auber
Madam Steenlet, 30, Boulevard Poissonniere
Telephone, Gutenberg, 25-54 (Appointment by letter or telephone only)

## Linen

Charvet, 25 Place Vendôme
Doucet, 21 Rue de la Paix
Fairyland, 27 Rue St. Honoré
Giraud, 4 Rue de Castiglione
Grande Maison de Blanc, 6 Bld. des Capucines
La Cour Batave, 41 Bld. Sébastopol
Mille et Une Nuits, 8 Rue de la Chaussée d'Antin
Sulka, 2 Rue de Castiglione

## Millinery

Alphonsine, 15 Rue de la Paix
Céline Ducos, 2 Rue de la Paix
Marcelle Demay, 11 Rue Royale
Georgette & Co. 1 Rue de la Paix
Lewis, 16 Rue Royale
Camille Marchais, 17 Rue de la Paix
Cora Marson, 10 Place Vendôme
María Guy, 8 Place Vendôme
Esther Meyer, 6 Rue Royale
Reboux, Caroline & Co., 23 Rue de la Paix
Suzanne Talbot, 14 Rue Royale
Verlaine, 16 Rue de la Paix

## Perfumery

Arys, 3 Rue de la Paix
Coty, 23 Place Vendôme
Gueldy, 7 Rue de la Boëtie
Guerlain, 68 Champs Elysées
Houbigant, 19 Rue St. Honoré
Rigaud, 16 Rue de la Paix
Roger & Gallet, 8 Rue de la Paix

## Photographers

Boissonas & Taponier, 12 Rue de la Paix
Otto, 3 Place de la Madeleine
Reinberg, 39 Bld. St. Jacques
Reutlinger, 21 Bld. Montmartre
Walery, 9 Rue de Londres
Talbot, 25 Rue Royale

## Real Estate

Agence Vendôme, 1 Rue de la Paix
Arthur (John) 22 Rue des Capucines
Mondial Express, 118 Champs Elysées

## Sporting Goods, Games, Etc.

Tunmer, 1 Place St. Augustin
Williams & Co., 1 and 3 Rue Caumartin

## Tailors

Aberdeen, 5 Bld. Malesherbes
Barclay, 20 Av. de l'Opéra
Bertholle, 93 Champs Elysées
Carette, 121 Bld. Haussmann
Crabette, 54 Rue du Fg. St. Honoré
Carnaval de Venise, 3 Pl. de la Madeleine
Creed, 7 Rue Royale
Gomès Silva, 2 Rue de la Paix
Hill Bros. 252 Rue de Rivoli
O'Rossen, 12 Place Vendôme
Winter, 5 Rue de la Boëtie

## Trunks and Portmanteau Makers

Au Départ, 29 Avenue de l'Opéra,
Au Touriste, 36 Bis Avenue de l'Opéra
Innovation, 104 Champs Elysées
Kendall, 17 Rue de la Paix
Moynat, 5 Place du Théâtre Français
Vuitton, 70 Avenue des Champs Elysées
Lavoët, 175 Bld. Haussmann

## Umbrellas and Canes

Lafarge, 40 Rue Vignon
Wilson, 8 Rue Duphot

## Waterproofers

Burberrys, 10 Bld. Malesherbes
Torrilhon, 3 Rue d'Uzès

## CONTINENTAL AND EGYPTIAN SHOPS

BRUSSELS

Belgium is famous for so many of the most delicate touches of fashion that its shops need not be recommended beyond common knowledge. Prices for everything are usually very reasonable, though in Brussels, as in every city, one must pay for the assurance of the value of the articles bought.

HOLLAND

Shopping in Holland is not generally included in the pleasure of a tour, but there is so much of national manufacture and so many interesting importations from the distant Dutch colonies that the opportunity should not be foregone. The trading ethics of the Dutch are excellent, and prices are generally fair, even to tourists.

SWITZERLAND

While shopping is not the essential attraction of Switzerland, the traveler will find very fascinating the shops both in the larger towns and in the best resorts. Swiss watch-makers and jewelers have long been famous, and their wares are offered at most attractive prices.

### Watchmakers and Jewelers

| | |
|---|---|
| Geneva | Patek Philippe & Co. |
| | E. Koehn |
| | Agassiz |
| | Wegelin Fres. |
| Berne | A. Turler |
| Zurich | V. Turler |
| Lucerne | A. Gubelin |

ITALY

The shops of Italy have their fascinations no less than the more pretentious shops of other countries, and prices are exceedingly reasonable. Nowhere else in the world, perhaps, with the possible exception of China, can certain hand-made laces and hand embroidered linens be bought so inexpensively. Southern Italy is a better place than Japan in which to buy Japanese coral, and the wood-work shops of the towns around the Bay of Naples have a unique attraction. It should be borne in mind that none but the best shops in Italy have fixed prices, notwithstanding the claims which are conspicuously posted. Couriers, guides, and hotel attendants receive by tacit agreement, 10 per cent commission on all sales made in their presence, and this is, of course, added to the price.

Dry Goods
- Florence Grossenbacher House

Hand Embroidered Linens
- Florence Emma Ceccini
  Navoni
- Sorrento P. Galloni
  Garguilo, Piazza Tasso

Silks, Corals, Etc.
- Sorrento P. Galloni

Woodwork
- Sorrento Garguilo, Piazza Tasso

EGYPT

The far-famed bazaars of Cairo are full of novelty and interest, but their trading ethics are those of the Orient, which regards skill in getting the better of a purchaser as a virtue. Travelers who make large purchases as carpets, rugs, precious stones, etc., should know the value of the article or should

have the assistance of an expert. Inexhaustible patience is necessary, as everything must be haggled for, sometimes in the most obstinate fashion. At best, foreigners must pay more than natives for the same article. In all cases when there is a dragoman present, the price of the goods is higher by 15 or 30 per cent, a commission which he later collects. Arab merchants have the custom of offering visitors coffee, tea, cigarettes, or sweetmeats, and are displeased when these are refused. Nothing should be bought from street-vendors except trifles, such as postcards, newspapers, etc., as other articles are usually offered at from five to twenty times their value; even the price and dates of newspapers should be verified. The prices in the larger European shops are fixed. The so-called "Oriental Goods" of the shops of Port Said are of European manufacture, as are some of the lighter silks of the Cairo bazaars, and very dear.

## ROUTES TO THE CONTINENT FROM LONDON

CHANNEL ROUTES

Following are the chief daily steamship sailings between England and the Continent. Other lines run on certain days to Hamburg, Copenhagen, Cherbourg, Zeebrugge, Ghent, Rotterdam, etc.

*Dover-Calais*—Channel passage, 1 to 1½ hours. London station, Victoria, (S. E. and C.) morning and afternoon. Shortest route, but roughest on stormy days.

*Dover-Ostend*—Channel passage, 3 to 3½ hours. London station, Victoria, (S. E. and C.), morning and evening; morning, afternoon.

*Harwich-Antwerp*—Sea passage, 11 hours. London station, Liverpool Street. Evening only.

*Folkestone-Boulogne*—Channel passage, 1½ to 2 hours. London station, Victoria, (S. E. and C.). Morning.

*Southampton-Havre*—Sea passage, 8 hours. London station, Waterloo, evening only. This is a popular route for night crossing.

*Newhaven-Dieppe*—Channel passage, 3½ to 4½ hours. London station, Victoria and London Bridge; evening. This, while not so satisfactory as the Southampton-Havre trip, also allows a fair night's rest on the boat. It is least likely to be rough.

*Harwich-Hoek Van Holland*—Sea passage, 7 to 7½ hours. London station, Liverpool Street, evening only.

*Folkstone-Flushing*—Sea passage, 6 to 7 hours. London station, Victoria; afternoon.

AIR ROUTES

The services given below are daily except Sundays. The fares quoted include conveyance by automobile to and from airdromes. Each passenger is allowed 30 pounds hand baggage, free; if space is available, other hand baggage may be allowed at an excess charge of 10d. per pound. No extra clothing is needed, as the planes are enclosed in glass.

*London-Paris*—Fares: £6. Instone Air Line: By Vickers-Vimy Rolls Royce, D.H.4; Handley-Page Transport, Limited: By twin-engine aeroplane; Cie.

Des Grandes Express Aeriens: By twin-engine "Goliath" aeroplane; Cie. Messageries Aeriennes, Paris: By Breguet aeroplane.

*London - Rotterdam - Amsterdam - Bremen - Hamburg-Copenhagen*—Fares: London-Rotterdam or Amsterdam, £8, 8s.; London-Bremen, £18, 18s.; London-Hamburg, £21, 5s.; London-Copenhagen, one passenger, £45; two passengers traveling together, £34.

# FOREIGN MONEY TABLES

In Great Britain, bankers' rates of exchange are quoted as so many dollars to the pound. Hence to convert pounds into dollars, multiply the number of pounds by the current rate. To convert dollars into pounds, divide the number of dollars by the current rate.

On the Continent, rates are quoted as so much foreign money to the dollar. Hence to convert continental money into dollars, divide the amount by the rate of the day.

To convert dollars into continental money, multiply the number of dollars by the rate of the day.

## GREAT BRITAIN

Unit: Pound (£) of 20 Shillings (s) par value, $4.87
1 Shilling (s) = 12 Pence (d)

Present value determined by bankers' rate of exchange

| | | | |
|---|---|---|---|
| ½d | Ha'penny | Bronze par value | $0.01 |
| 1d | Penny | " " " | 0.02 |
| 3d | Thre'pence | Silver " " | 0.06 |
| 6d | Sixpence | " " " | 0.12 |
| 1s | Shilling | " " " | 0.24 |
| 2s | Florin | " " " | 0.48 |
| 2s/6d | Half Crown | " " " | 0.60 |
| 4s | Double Florin | " " " | 0.96 |
| 5s | Crown | " " " | 1.21 |
| 10s | Half Sovereign | Gold " " | 2.43 |
| 1 | Pound or Sovereign | " " " | 4.87 |
| 2 | Two-Pound Piece | " " " | 9.73 |
| 5 | Five-Pound Piece | " " " | 24.35 |

The term Guinea is frequently used, but the coin is obsolete It stands for 21 Shillings. Notes are issued by the Bank of England payable in gold for £5, £10, £20, £50, £100, £200, £500, and £1,000, and are legal tender throughout Great Britain. Bank notes are also issued by the banks of Scotland and Ireland, and are legal tender in their respective countries, but are subject to a slight discount elsewhere.

## FRANCE

Unit: Franc (Fr) of 100 Centimes (c) par value $0.193

Present value determined by banker's rate of exchange

| | | | |
|---|---|---|---|
| 1 Centime | Bronze | par value | |
| 2 Centimes | " | " | " |
| 5 " | " | " | " $0.01 |
| 10 " | " | " | " 0.02 |
| 25 " | Nickel | " | " 0.048 |
| 50 " | Silver | " | " 0.097 |
| 1 Franc | " | " | " 0.193 |
| 2 Francs | " | " | " 0.386 |
| 5 " | " | " | " 0.965 |
| 10 " | Gold | " | " 1.93 |
| 20 " (The Napoleon or Louis) | " | " | " 3.667 |

Notes are issued by the Bank of France for 50, 100, 500 and 1,000 Francs.*

## BELGIUM

Unit: Franc (Fr) of 100 Centimes (c) par value $0.193

Present value determined by bankers' rate of exchange

| | | | |
|---|---|---|---|
| 1 Centime | Bronze | par value | |
| 2 Centimes | " | " | " |
| 5 " | Nickel | " | " $0.01 |
| 10 " | " | " | " 0.02 |
| 25 " | " | " | " 0.048 |
| 50 " | Silver | " | " 0.097 |
| 1 Franc | " | " | " 0.193 |
| 2 Francs | " | " | " 0.386 |
| 5 " | " | " | " 0.965 |
| 20 " | Gold | " | " 3.667 |

Notes are issued by the National Bank for 20, 50, 100, 500 and 1,000 Francs.*

All current nickel coins have a hole in the centre.

*See Caution, page 45.

## SWITZERLAND

Unit: Franc (Fr) of 100 Centimes (c) par value $0.193

Present value determined by bankers' rate of exchange

| | | |
|---|---|---|
| 1 Centime | Bronze par value | |
| 2 Centimes | " " " | |
| 5 " | Nickel " " | $0.01 |
| 10 " | " " " | 0.02 |
| 20 " | " " " | 0.04 |
| 50 " | Silver " " | 0.097 |
| 1 Franc | " " " | 0.193 |
| 5 Francs | " " " | 0.965 |
| 10 " | Gold " " | 1.95 |
| 20 " | " " " | 3.677 |

Notes of 50, 100, 500 and 1,000 Francs are issued.

Silver coins bearing the figure of Helvetia in a sitting position, with the exception of the five-franc piece, are not current.

*Caution*—Silver coins of France, Belgium, and Switzerland anterior to 1863 are not current.

Gold and silver coins of France, Belgium, and Switzerland, while they have the same par value, no longer have the same present value, and are not interchangeable.

Since the war, notes of small denominations have been issued in continental countries, replacing in large measure the gold and silver coin. Travelers should be careful not to accept notes issued by local banks.

## ITALY

Unit: Lire (L) of 100 Centesimi (c) par value $0.193

Present value determined by bankers' rate of exchange

| | | |
|---|---|---|
| 1 Centesimi | Copper par value | |
| 2 " | " " " | |
| 5 " | " " " | $0.01 |
| 10 " | " " " | 0.02 |
| 20 " | Nickel " " | 0.04 |
| 25 " | " " " | 0.048 |
| 1 Lira | Silver " " | 0.193 |
| 2 Lire | " " " | 0.386 |
| 5 " | " " " | 0.965 |
| 10 " | Gold " " | 1.95 |
| 20 " | " " " | 3.667 |

The money in general use is a paper currency in notes of 5 and 10 Lire each (and since the war in smaller denominations) and bank notes of 50, 100, 500 and 1,000 Lire.

The 50 Centesimi pieces, Papal coins, and all silver coins anterior to 1863, except 5-cent Lire pieces, are no longer current.

*Caution*—The gold coins of Italy are no longer current in France, Belgium and Switzerland.

## HOLLAND

Unit: Gulden (G) of 100 Cents (c) par value $0.40

Present value determined by bankers' rate of exchange

| | | |
|---|---|---|
| – Cent | Copper par value | |
| 1 Cent | " " " | |
| 2 Cents | " " " | $0.01 |
| 10 " | Silver " " | 0.04 |
| 25 " | " " " | 0.10 |
| 50 " | " " " | 0.20 |
| 1 Gulden | " " " | 0.40 |
| 2 " | " " " | 1.00 |
| 5 " | Gold " " | 2.00 |
| 10 " | " " " | 4.00 |

Notes are issued by the Netherlands Bank for 10, 25, 40, 60, 80, 100, 200, 300, and 1,000 Gulden.

## EGYPT

Unit: Piastre (P.T.) of 10 Milliemes par value $0.05

Present value determined by bankers' rate of exchange

| | | |
|---|---|---|
| ¾ Millieme | Copper par value | |
| ½ " | " " " | |
| 1 " | Nickel " " | |
| 2 " | " " " | $0.01 |
| 5 " | " " " | 0.025 |
| 1 Piastre | Silver " " | 0.05 |
| 2 Piastres | " " " | 0.10 |
| 5 " | " " " | 0.25 |
| 10 " | " " " | 0.50 |
| 20 " | " " " | 1.00 |
| 50 " | Gold " " | 2.50 |
| 100 " (1£ Egyptian) | " " " | 5.00 |

Notes of 50 Piastres, 1£E, 5£E, 10£E, and upwards, are issued by the National Bank. English sovereigns or pounds are current throughout Egypt as 97½ Piastres. English bank notes are subject to a varying discount.

| RECORD OF CHECKS | | | |
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| Amount Forward | | | |

## RECORD OF CHECKS

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| | | Date | Where and by whom |
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## BLANK CODE WORDS

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TWOONCUT .....

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TONWOOD .....

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TOWCAN .....

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TOYAR .....

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